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AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1-15 (Canceled).

16. (New) A method for monitoring a tire condition of a vehicle, comprising:

monitoring the tire condition as a function of a condition of a driving surface on which the vehicle is traveling.

17. (New) The method of claim 16, wherein the monitoring is performed in at least two different independent monitoring modes as a function of the driving surface, the at least two different individual modes differing by different calibration data sets.

18. (New) The method of claim 16, wherein the condition of the driving surface is defined by a signal representing a transmission of force between wheels of the vehicle and the driving surface, the signal defining a time averaging of the transmission of force between the wheels of the vehicle and the driving surface.

19. (New) The method of claim 17, wherein the calibration data sets are determined at least one of as a function of the condition of the driving surface, as a function of a signal representing transmission of force between wheels of the vehicle and the driving surface, and a command initiated by a driver of the vehicle.

20. (New) The method of claim 16, wherein the tire condition is monitored by using a wheel dynamics variable representing wheel dynamics.

21. (New) The method of claim 20, wherein the wheel dynamics variable represents the wheel dynamics being determined using the wheel rotational speed.

22. (New) The method of claim 20, wherein the wheel dynamics variable representing the tire

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condition is determined by forming a difference between wheel rotational speeds of at least two wheels.

23. (New) The method of claim 20, wherein the wheel dynamics variable representing the tire condition is determined by forming a difference between wheel rotational speeds of wheels on one axle.

24. (New) The method of claim 20, wherein the wheel dynamics variable representing the tire condition is determined by forming a difference between wheel rotational speeds of wheels located diagonally to each other.

25. (New) The method of claim 20, wherein the wheel dynamics variable representing the tire condition is determined by forming a difference wheel rotational speeds between a sum of wheel rotational speeds of wheels on a front axle and a sum of wheel rotational speeds of wheels on the rear axle, normalized to a vehicle speed.

26. (New) The method of claim 20, wherein the wheel dynamics variable representing the tire condition is determined by forming a difference of wheel rotational speeds between a sum of wheel rotational speeds of wheels on a left side and a sum of wheel rotational speeds of wheels on a right side, normalized to a vehicle speed.

27. (New) The method of claim 17, wherein the calibration data sets are determined at predefinable times using differences between wheel rotational speeds.

28. (New) The method of claim 27, wherein the predefinable times are set at least one of as a function of the condition of the driving surface, as a function of a driving surface condition variable, and by a command initiated by a driver of the vehicle.

29. (New) The method of claim 27, wherein the monitoring of the tire condition is based on forming a difference between the wheel rotational speeds, and a malfunction is detected when currently determined differences between the wheel rotational speeds lie outside a predefined range in relation to a calibration data set valid for the condition of the driving

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surface.

30. (New) The method of claim 29, wherein a driver of the vehicle is informed of an occurrence of the malfunction.

31. (New) The method of claim 30, wherein the driver is informed of a malfunction at least one of optically and acoustically.

32. (New) The method of claim 29, wherein an operating state of a brake system in the vehicle is modified based on the malfunction, the operating state of the brake system being characterized by variables used for the operation of the brake system.

33. (New) A device for monitoring a tire condition of a vehicle, comprising:
an arrangement to monitor the tire condition of the vehicle;
wherein the tire condition is monitored as a function of a condition of a driving surface on which the vehicle is traveling.

34. (New) The device of claim 33, wherein the monitoring of the tire condition is performed in at least two different independent monitoring modes, the different independent monitoring modes differing by different calibration data sets.

35. (New) The device of claim 33, wherein the condition of the driving surface is defined by a signal representing a transmission of force between wheels of the vehicle and the driving surface, the signal defining a time averaging of the transmission of force between the wheels of the vehicle and the driving surface.

36. (New) The device of claim 34, wherein the calibration data sets are determined as a function of the condition of the driving surface.

37. (New) The device of claim 34, wherein the calibration data sets are determined as a function of a signal representing transmission of force between wheels and the driving surface.

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38. (New) The device of claim 34, wherein the calibration data sets are determined by a command initiated by a driver of the vehicle.

39. (New) The device of claim 34, wherein the calibration data sets are determined at predefinable times using differences between wheel rotational speeds.

40. (New) The device of claim 39, wherein the predefined times are determined at least one of as a function of the condition of the driving surface, as a function of the driving surface condition variable, and by a command initiated by a driver of the vehicle.

41. (New) The device of claim 34, wherein the monitoring of the tire condition is based on forming a difference between wheel rotational speeds, and a malfunction is detected when a currently determined difference between the wheel rotational speeds lies outside a predefined range in relation to a calibration data set valid for the particular condition of the driving surface.

42. (New) The method of claim 33, wherein the tire condition includes at least one of an air pressure prevailing in a tire and a wear condition of a tire.